

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 9:04 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 342 Const Calendar Day: 514 Date: 31-Oct-2013 Thursday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:00 pm Break: 01:00 Over Time:

Federal ID:

Location:

Reviewer: Shedd, Bill

Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear, warm

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Weekly Safety Meeting 0800-0900. Track progress of FWS mechanical piping installation. Misc MEP paperwork/write diaries.

**04-0120F4 Bid Item: 125 0-000-000.125 DOMESTIC WATER (2 1/2 NPS)**

F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Plumber/Pipefitter	FOR	TOM COLOMBO	1.50	0.00	0.00	1.50		<input type="checkbox"/>
Welder	JNM	RICHARD KLIKVEE	5.50	0.00	0.00	5.50		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	5.50	0.00	0.00	5.50		<input type="checkbox"/>

**Diary:**

Dispute

**Mechanical Piping 125 0-000-000.125**

The FWS crew, including Josh Johnson, spent the shift replacing the Victaulic fittings for the 2 1/2" expansion loops at PP 81 and 126 with welded elbows per the Contract Plans and approved shop drawings and the direction given in RFI 3475.

**04-0120F4 Bid Item: 126 0-000-000.126 COMPRESS AIR (4 NPS)**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Compressed Air pipe testing 126 0-000-000.126**

On October 29, 2013, I went out to the OB barrier of the WB bridge to check the automatic drain just to the west of the east anchorage cable housing. The valve was shut, and when I opened it, it drained about a pint of condensation, then continued to blow through. The automatic drains at the tower diversion at PP 44, EB and WB bridges, had been shut for the same reason.



I contacted Larry Mougler, FWS, with regard to this. He said that FWS had installed the specified product and confirmed the installation is per manufacturers recommendations. The disassembled and cleaned out each to confirm there are no foreign materials causing blow-by. He said that possibly, these drains are inappropriate for this application, but the Engineer of Record should make this decision.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4    Inspector Name: Feather, Bernard    Diary #: 342    Date: 31-Oct-2013    Thursday

**04-0120F4      Bid Item: 128      0-000-000.128      DEHUMIDIFIER SYSTEM**  
F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Dehumidification System                      128      0-000-000.128**

I was informed by ABF that FWS would be coming out on 11-4-2013 to installed the flashing around the ductwork penetrations into the dehumidified zones at the east anchorage and the tower head. The balancing and testing contractor may come out at that time as well to install pitot tubes and balance the system.

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**CCO-266              Bid Item: 001              0-BMP-ALS.266      Bikepath MEP**  
F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Bike Path Piping                                      001      0-BMP-ALS.266**

At 1330, I went out to the EB bridge, OB barrier to assess the interference between the cable railing and the 2 1/2" pipe where it is diverted around the bike path emergency egress gates at PP 47 and PP 80. I determined that the interference was caused because the cable rail was insalled under the pipe. The top of the pipe is approximately 131mm above the top of the bridge deck, and the centerline of the bottom cable rail is 320mm above the top of the bridge deck. If the cable rail was installed over the pipe, rather than under, there would have been no interference. These measurements were forwarded to ABF in the response to RFI 3519.

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**CCO-354              Bid Item: 001              0-FWS-ELS.354      CIC - Mechanical Impacts - F.W. Spencer**  
F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Welder	JNM	RICHARD KIIKVEE	2.50	0.00	0.00	2.50		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	2.50	0.00	0.00	2.50		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	2.50	0.00	0.00	2.50		<input type="checkbox"/>

**Diary:**

Dispute

**Change of Character                                      001      0-FWS-ELS.354**

In addition to the normal work, the FWS crew worked from an EB lane closure. The crew spent 1.5 hours mobilizing, and 1 hour demobilizing at the end of the shift.

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In addition to equipment used in this operation, the crew used 2 additional crew trucks, and a port-a-potty on a trailer due to the work in the lane closure..